

VOL. XXII. No. 1099.

HONGKONG, THURSDAY, 8TH MARCH, 1866.

PRICE, \$15 PER ANNUM.

GREAT BRITAIN.

BRUARY, 1866.

SHANGHAI.

Tea lbs.	Silk lbs.
933,800	
687,600	
946,800	
1,126,300	
864,600	
from (Hkow), 843,900	
(do.), 1,039,900	297
950,400	
1,181,400	
959,600	28
1,132,800	
746,800	20
(do.), 1,095,600	
605,900	
856,500	
1,018,300	
872,300	
from (Hkow) 673,500	
(do.), 863,500	
957,500	
319,500	
731,300	154
(do.), 550,000	
836,800	
909,600	
lost Oct. 1) (from Hkow), 1,031,400	272
1,100,300	171
1,067,100	
827,400	
775,300	169
1,031,300	
299,100	
1,341,200	
from Ocean, 563,400	
from Kiukiang, 449,200	
883,400	76
922,600	
1,275,300	
1,058,900	
860,800	
944,400	
959,500	
845,500	
495,400	
1,186,500	
1,436,200	
1,155,800	
429,900	
1,243,700	
895,100	
47,935,200	1,167

MESSRS A. SHORTREDE & Co. would draw the attention of parties advertising to the facilities offered by the alterations lately made in the management of the Firm for repetitions in Chinese of Notices respecting Shipping and Mercantile affairs generally. These advertisements will first be inserted in the Supplemental Sheet, and should a sufficient number be sent in will be published on a separate slip.
TERMS FOR ADVERTISING. For the Current Week.
If translated by Messrs SUTHERLAND & Co. \$1 for the first fifty characters, beyond that number one cent per character.
If already translated into Chinese 50 cents for the first fifty characters, beyond that number, one cent per character.
50 Reputations half-price.

FOR SALE.

THE ANGLO-CHINESE CALENDAR for 1866, published by A. SHORTREDE & Co.

Price, \$1.

"China Mail" Office.

Hongkong, February 26, 1866.

NOW READY.

EXCHANGE TABLE, showing the value of

One Pound sterling in New York, at the

different Rates of Sterling Exchange on London, by

Mr JOHN V. YATMAN, NEW YORK.

PRICE ONE DOLLAR.

"China Mail" Office.

Hongkong, February 26, 1866.

LONDON ASSURANCE CORPORATION.

(Established by Charter 1720.)

THE undersigned Agents at Hongkong for the

above Corporation, are prepared to grant POLICIES against FIRE, to the extent of £10,000

on any BUILDING, or on MERCHANTIZING in the same.

DENT & CO., Agents.

Hongkong, 12th April, 1855.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given, that Mr CHARLES

MAKINTOSH has been appointed Agent to

the Company in Hongkong, and will take charge

of the affairs of the Company on and after the First

of February, 1866.

Messrs GILMAN & CO. will cease to act as Agents,

for the Company on the 31st January.

The Company's offices are temporarily at Messrs

GILMAN & CO., but will shortly be removed to their own Premises, in D'Aguilar Street, next door to Mr DOUGLAS LAFRAIR.

By Order of the Court of Directors,

JOHN S. MAKINTOSH,

Secretary.

Shanghai, January 16, 1866.

Consulting Committee in Hongkong.

H. B. Gibb, Esq., (Messrs Gibb, Livingston & Co.)

William Lehmann, Esq., (Messrs Gilman & Co.)

Francis Parry, Esq., (Messrs Birley & Co.)

Hongkong, March 6, 1866.

STEAM TO SHANGHAI AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship "SINGAPORE" will leave for the above Places on the Arrival of the next English Mail.

THOS. SUTHERLAND, Superintendent.

Hongkong, March 6, 1866.

STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, MARSEILLES, AND SOUTHAMPTON;

ALSO BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Steam-ship "BARADA," Captain HARSWOOD, with Her Majesty's Mail, Passengers, Specie, and Cargo, will leave this for the above Places on THURSDAY, the 15th March, at 2 P.M.

CARGO will be received on board until 5 P.M. on the 13th Instant SPECIE until Noon on the 14th; and PARCELS until 5 P.M. on the 18th.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A Written Declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shipper to the Company's Agent, with the Bills of Lading or with Parcels, and the Company do not hold themselves responsible for any detention or prejudice which may happen from incorrectness on such declaration.

* Shippers of Cargo on the Company's BLACK

Bill of Lading, are particularly requested to note the Terms and Conditions of these Bills of Lading, with reference to the transhipment and/or forwarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.

For particular regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

THOS. SUTHERLAND, Superintendent.

Hongkong, March 2, 1866.

司公險保方北國中佛文奉德忌利文公司之未士夢堅機號止不復辦理本公司行內不不久還在自己之行在德記拉街未士機利文公司之辦事房自正月三日起以後所有本司之未士英利文刲公司之木士刲及仔厘之公司。

NOTICES OF FIRMS.

NOTICE.

THE Interest and Responsibility of Mr THOMAS

S. ODELL, in our Firm, ceased on the 31st

December, 1865 and Mr ERNEST DEACON has

this day been admitted a Partner.

DEACON & CO.

Canton, January 1, 1866.

NOTICE.

THE Interest and Responsibility of Mr AUGUSTINE HEARD & CO. in our Firm ceased on the 31st December, 1865 and Mr JAMES PENDER DUCKANSON was admitted a Partner on the 1st July.

GIBB, LIVINGSTON & CO.

Hongkong, January 11, 1866.

NOTICE.

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GIBB, LIVINGSTON & CO.

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The China Mail.

HONGKONG, THURSDAY, 8TH MARCH, 1866.

DEATHS.

At the Civil Hospital, Hongkong, on the 8th of March,
HENRY FARNELL, seaman, unemployed.
At the Seaman's Hospital, Hongkong, on the 8th of
March, R. STANTON, Seaman, unemployed.

ECHOES OF THE WEEK.

OUR political summary of Chinese affairs this week is but a mere gone. Nothing of importance has come to hand respecting the ports most threatened, viz. Hankow and Swatow. The little news there is respecting Tai-ping dom is good, but the announcement of the extinction of the rebellion in one province of the Empire does not lead one to hope that the reports from other parts will be in any way less alarming than heretofore. The following paragraph appeared in the *Evening Mail* of 6th March respecting the rebels in Kuang-tung province:—

"French ship *Louis*, (unsuccessful attempt to take the ship.)

British ship *Pride of the Ganges* (unsuccessful attempt to take the ship.)

French ship *Ville de St. Lo*, (partially successful attempt to take the ship.)

The need of some organized fire brigade under the control of an executive municipal body has been pointed out in our evening issue.

It is much to be hoped that some steps will be taken to remedy the present want of system in this respect.

The publication of the Postmaster General's report for 1865, has afforded correspondents a chance of expressing their dissent from the views we put forth. It is undoubtedly a great advantage to the public to be able to judge of matters affecting the Colonial Revenue, by a free discussion of all matters relating thereto, and we hope that next year the heads of other departments will be instructed to prepare reports for publication also.

A great number of the gentlemen who came from the North to Hongkong for the Races left yesterday per *Dumbarton*. They seem to have done well during their stay in the way of winning money if one can credit all that is said. We hope nevertheless that money matters aside their visits will be enjoyed by all parties in future occasions of the sort as much as this one has been.

The mail is now due but nothing as yet has been heard of it. It would be a pity that our new Governor who is expected to arrive by it should see Hongkong under such unfavourable conditions of weather as those we have experienced to-day. His arrival is eagerly looked for on many grounds. The ladies are asking how he will look, and the gentlemen what he will do; in our next weekly issue we shall perhaps be able to give some information on both points.

BUT a few days ago we noticed the inauguration of a new Company whose steamers which are to run from Suez to India will prove formidable competitors to our well supported, yet nevertheless well abused P. & O. Company. It is perhaps hardly right to say "our" company, as it has long been a self evident fact that no community of interest binds the P. & O. Company to Hongkong or perhaps to speak in more respectful language, Hongkong to the P. & O. Company. We cannot, however, help acknowledging ourselves moved at having to record facts, which denote the approaching downfall of the great shipping association, which has hitherto lorded it over the stations it has descended to visit. The "Pacific Mail Steamship Company" has sprung into existence, and its energetic agent Captain PHILIPS, late of the United States Navy, is at this moment in Hongkong and, backed as we have reason to believe he is by strong recommendations from our home authorities to the Colonial Government, is likely before long to have put matters in train for making arrangements, which will place Hongkong in direct and satisfactory communication with the United States and England *via* San Francisco.

We are not of course in possession of the results of Captain PHILIPS interviews with members of the Government, but have grounds for supposing that it is the intention of the company he represents to make Hongkong the Head-quarters in China of the new line of steamers. The advantages of such a proceeding are obvious for many reasons. Firstly the passengers from and to China pass almost invariably through Hongkong. Secondly, Hongkong is the great centre for exports, which find their way to the American market:—such for instance as Tea which is sent hither from Ningpo.—Sugar and Coffee from Java and the islands to the Southward; Hemp, Flax, Sugar and Rice from Manila for the Sugar-refining Company and Rope-making Company at San Francisco; to say nothing of the multifarious list of less important articles which, reported either direct from China or from neighbouring ports, find convenient depots in the godowns of our native and foreign merchants. Lastly and by no means least:—and to this point we would draw the special attention of our readers:—the mutually convenient arrangements, which might be entered into between the British and American Governments with

fairly been thrown down by a correspondent signing himself "China," and the answer of its advocates is awaited with some interest.

On the subject of Coolie mutinies we quote the paragraph hereunder from the *Evening Mail*, the subject being one of great interest to the public both here and abroad:—

"The opening of the first British Emigration House for the West Indies took place at Canton in the autumn of 1859. A number of vessels were despatched to Demerara without disturbance of any kind."

In 1860-1 Cuban houses under French auspices were opened at Canton. Mutinies occurred on board the three ships named *Leontidas*, *Greyhound*, and *Sebastopol*. Three years ensued during which emigration was carried on for the British West Indies alone, without the slightest disturbance on board any of the vessels. In the season 1865-6, however, the Macao barracks-keepers were once more assisted in opening branches of their business at Canton, and the spirit of mutiny again became heard of. The disorders already reported are as follows:

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British ship *Pride of the Ganges* (unsuccessful attempt to take the ship.)

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respect to the transmission of mails would be a very powerful inducement to the New Company to make Hongkong its Headquarters in China.

The duties of the Postmaster General's department here, although already sufficiently arduous, might by a suitable increase in the working staff, (which the revenue could well afford,) be sufficiently lightened to permit of its undertaking the additional work which would be thrown on it by the extra mails which would thus be passed through its hands. In the case of Shanghai the American Government would have the option of either passing its mails through the British Packet Agency or establishing an independent office of its own. Those acquainted with the details of postal work would, probably prefer that the former arrangement were made, as in addition to saving trouble and uncertainty to senders and receivers by having one instead of two post offices to deal with, the fact of there being but one postal head in control of the mails would in itself be a recommendation.

With regard to Japan it is probable that the American Government would be obliged to establish a packet agency at one of its Consulates or elsewhere, though it is not impossible that the British Packet Agent might be able to act for it also.

To return however to Hongkong. We

can only say that in common with the public at large we welcome any change which while increasing facilities for communication with the civilized world, tends to abate the somewhat too exclusive monopoly hitherto enjoyed by one company only. We are well aware that the P. & O. ships have done good service in their day and are not disposed to take the part of every "growler" who finds fault with a table better than that he has probably been accustomed to at home, and with arrangements of which he understands neither the weak points nor the mode to remedy them. But we do, in common with most who have considered the subject fault find with the sublime indifference manifested on many occasions by the Company in this part of the world to the public convenience,—to their exorbitant charges, deficiently equipped, and small sized ships, their constantly breaking down machinery—which serious delay is often caused—and their general want of care in remedying such evils as may be pointed out to them. For these and other reasons we welcome the inauguration of a new line of steamers and trust that the Company which Captain PHILIPS represents will receive the hearty encouragement of every resident in Hongkong.

Assuming however that any such change should not be found profitable to the postal department, its introduction would relieve the community from an unpleasant imputation, which without explanation, has now gone forth to the world, and may be interpreted by the uncharitable into an extensive system of cheating the government.

The publication of the report under remark, the points of interest presented therein and the desirability of the public being permitted to refute false statements and explain inconsistencies which if passed by in silence, might be accepted by the Colonial Office at home as facts, induce us to hope that the new Governor of Hongkong Sir R. MACDONNELL whose reputation for enlightenment has preceded him, will cause the accounts and reports of the several departments to be published to the public in full.

SOME of the remarks on the Missionary body which have lately appeared in our daily issue have, we understand, given much cause for offence to various readers who are unable to draw a distinction between a desire to write down quackery, and a wish to insult the respectable members of a zealous though not always discreet profession. They are content to hear the word "missionary" mentioned in context with expressions of disapproval, and straightway set down the writer as one under the influence of a malignant craving for the downfall of Christianity in the East. It is not in any way our intention to withdraw a single sentence we have recorded, but think it nevertheless advisable to offer some further remarks on the subject.

It is universally admitted that the man who, not properly qualified, attempts to cure the diseases of others for money is a quack:—that he who, with no knowledge of law or legal forms, would act as a lawyer on the same terms is also a "quack":—in fact a "quack" is one who for some inducement pretends to accomplish that which he is not qualified to do. That quackery should be exposed, and if possible suppressed is the conviction of most right thinking men. Why then show the clerical quack more mercy than his brothers in other professions?

Our remarks are intended we may observe for the members of our own church. We have in no way alluded to the pastors of other flocks, and with respect to the Roman Catholic clergy more especially in the North of China, our personal knowledge of them enables us to speak most favourably of their self denying zeal and general high standard of attainments. We say this simply from conviction as we are in no way personally interested in them; our "proprietaries" in the matter of religion do not in any degree whatever tend towards the Roman Catholicism, but we do say most decidedly that were our own missionaries to take example by the priests of that Church, the results of our missions would be far more gratifying.

The question may very naturally be asked what constitutes a "missionary quack"? One description of quack is the man whose original position in life being such as to exclude him from the conversation of men of education, has not so used his time as to have acquired a sufficient command of his own or any other language either as a written or a speaker, to ensure the respectful attention for five minutes of either Europeans or the native dealers.

Not only was money very easily accumulated in those days, but the fame of the fortunate ones spread amongst their neighbours on the spot, and even to their less fortunate brethren at home.

The question of extract is doubtless a sore one to many people. We can only say that if a man be the son of a shoeblock and when it is considered what little real service is rendered for the 20 or 25 shillings sometimes paid on such packages, the charge seems preposterous. Such service as is rendered by the Post Office in referring to letters sent by private steamer is by

local ordinance compulsory on the sender, but strange to say in one paragraph there report makes known the fact that letters may be, and are carried by P. & O. Company's contract vessels by the hands of those on board, in defiance of the displeasure of the Postmaster General plus the whole Colony from his Excellency the Governor downwards.

The colony of course is thereby placed in an anomalous position, but if we are to take for granted the statements contained in the correspondence in the subject which has appeared in the local papers, a remedy lies at the hands of the Government which if adopted, is calculated to allay any ill-feeling that has existed and at the same time prove of advantage, to both merchant and Post Office. The Post Office should afford greater facilities, and close its windows against correspondence for Coast and private vessels only a few minutes prior to the advertised departure of the vessels, then the bulk of late correspondence could be posted in due course; at present who can blame the general public for sending letters on board after the Post Office closes for receipt of letters. Of course the staff of the Post Office would require to be increased, but the surplus revenue at present received, would admit of it, and it would be matter of surprise if such increase of expenditure will not be met by the postage on letters which doubtless are now sent on board ship.

A correspondent who took up our remarks in a manner which said more for his zeal than an appreciation of the importance of condemning clerical quackery for the sake of himself and other real labourers, spoke somewhat strongly on the subject of self-made men, but unfortunately quite missed the point he aimed at. Because various clever men (amongst them the gentleman he mentioned as now U.S. Charge d'Affairs at Peking) have distinguished themselves by works of real value, he argues by implication that all missionaries from the mechanic class are necessarily people to be supported. Such an argument scarcely needs refutation, and were we inclined to quote an old, but we admit somewhat fallacious proverb he might be reminded that "the exception proves the rule to be the stronger." However we are not now writing to invite controversy, but simply to point out the harm which is done by missionary societies accepting men of whose capabilities they know or apparently know so little.

There is one point of view which these societies apparently quite overlook in their choice of labourers, viz., their capabilities of influencing and impressing the foreigners with whom they come in contact. It is quite useless to point out to Chinese the beauties of Christianity when within a few yards fifty "Christians" can be pointed out living in open violation of certain rules supposed to influence professors of that religion. And to effect this compliance with religious rule on the part of foreigners seems to us to be the duty of the missionary, who to do must be a man whose personal character and address must in itself be sufficient to secure respect. Even supposing that he does not interfere with the practices of his fellow countrymen he must at all events be able to obtain and keep their consideration, as the usual tone in which these gentlemen are spoken of in the presence of such acute observers as the Chinese is not calculated to increase their importance in native eyes.

The class of men wanted for such important work as missionary labour is one which combines high education with a power of work, acquirement, and adaptability such as not more than two in ten possess; and that greater efforts will be made by the societies at home to send out individuals thus qualified is to be hoped by all who wish well to the missionary cause.

A very large proportion of residents both British and Foreign in this Colony, and on the coast of China, are no doubt often astonished to hear persons whose sum of residence extends over the past five years express themselves regarding the happiness and prosperity of "the good old times in China."

Beyond the fond expression itself, it is to be gathered that in those days the foundation of large and successful business operations between foreigners and the natives of the country was, confidence in well tried unwavering integrity, and faith in intention, willingness, and ability to perform written or even verbal undertakings. In those days too little recourse was had to the law; the arbitrator was often called in than the lawyer. Although it may be well to state that the term "good old times" implies the aggregate estimate of period referred to, it would be idle to ignore that which we know to be the fact; namely that cases of dishonesty did occur even then, but were striking exceptions and remembered as such.

The unusual facility afforded by native merchants in those days, were the foundation for an enormous and profitable trade; and as years rolled on, fortunes of greater or less extent rewarded the enterprise of the foreigner and were equally satisfactory to the native dealers.

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The colony of course is thereby placed in an anomalous position, but if we are to take for granted the statements contained in the correspondence in the subject which has appeared in the local papers, a remedy lies at the hands of the Government which if adopted, is calculated to allay any ill-feeling that has existed and at the same time prove of advantage, to both merchant and Post Office. The Post Office should afford greater facilities, and close its windows against correspondence for Coast and private vessels only a few minutes prior to the advertised departure of the vessels, then the bulk of late correspondence could be posted in due course; at present who can blame the general public for sending letters on board after the Post Office closes for receipt of letters. Of course the staff of the Post Office would require to be increased, but the surplus revenue at present received, would admit of it, and it would be matter of surprise if such increase of expenditure will not be met by the postage on letters which doubtless are now sent on board ship.

A correspondent who took up our remarks in a manner which said more for his zeal than an appreciation of the importance of condemning clerical quackery for the sake of himself and other real labourers, spoke somewhat strongly on the subject of self-made men, but unfortunately quite missed the point he aimed at. Because various clever men (amongst them the gentleman he mentioned as now U.S. Charge d'Affairs at Peking) have distinguished themselves by works of real value, he argues by implication that all missionaries from the mechanic class are necessarily people to be supported. Such an argument scarcely needs refutation, and were we inclined to quote an old, but we admit somewhat fallacious proverb he might be reminded that "the exception proves the rule to be the stronger." However we are not now writing to invite controversy, but simply to point out the harm which is done by missionary societies accepting men of whose capabilities they know or apparently know so little.

There is one point of view which these societies apparently quite overlook in their choice of labourers, viz., their capabilities of influencing and impressing the foreigners with whom they come in contact. It is quite useless to point out to Chinese the beauties of Christianity when within a few yards fifty "Christians" can be pointed out living in open violation of certain rules supposed to influence professors of that religion. And to effect this compliance with religious rule on the part of foreigners seems to us to be the duty of the missionary, who to do must be a man whose personal character and address must in itself be sufficient to secure respect. Even supposing that he does not interfere with the practices of his fellow countrymen he must at all events be able to obtain and keep their consideration, as the usual tone in which these gentlemen are spoken of in the presence of such acute observers as the Chinese is not calculated to increase their importance in native eyes.

It is to be told to us on our arrival here that one of the strongest characteristics of the Chinese is repugnance to change, and it has doubtless been a matter of deep regret to many that they have found such to be the fact. The Chinese have pertinaciously adhered to the old exorbitant charges, inaugurated by our more fortunate predecessors in this "good old times," and although modified to some extent, this is we regret to say the most prominent remnant extant of the period we point to.

We venture to assert that most of the foreign residents in this Island are persons whose income is fixed, and such would we are sure, be delighted at a prospect of being able to reduce the charges enforced in the bazaar for table necessities. Any effort in that direction should we imagine be supported by the heads of the large houses, and we believe indications of a desire to afford such support which should practically recognise the absurdity of maintaining the disproportionate expenditure of the "good old times" now a days; have appeared in that quarter. Once strenuously insisted upon, and assisted therein, heartily and practically by the heads of the larger houses the immensely difficult persons of limited income experience in confounding their expenditure will materially diminish and the prospect of a reduction of ordinary bazaar expenditure will create hopes in many struggling homes that the days to come may be marked by a less necessary reckless expenditure than heretofore.

Amongst folks of limited means:—those we mean who have of late years arrived in the Colony:—it has been a difficult matter to account for the fact that the actual cost of living is persistently kept up by native employees to the old standard which arose and became established in that heretofore.

There is one point of view which these

disciples and commerce elucidated the writings on which are engraved on stone slabs, and hours conferred on literature obtain a place here is the Mongol dynasty, many years ago. These trees have their growth, however, and considering their age, and appointing. The court is a variety of stone slabs, successive emperors and their successors in this temple, and has replaced its predecessors in this temple,

less disregard of the cost of his respect, quickly acquired his influence exemplified the fortune "hath no power."

Shipping Intelligence.

ARRIVALS.

Date	VESSEL, AT	FLAG & RIG	TONS	CAPTAIN	FROM	DEPARTURES	CARGO	CONSIGNERS OR AGENTS
Mar.	H.kong ¹	A.m.s.h.	763	Barrett	New York	Oct.	General	Olphant and Co
1	Windward	B. m.s.h.	123	Sydney	Sydney	Feb. 2	Coals	Russell and Co
2	Far Away	B. m.s.h.	3,0	Wulrich	Amoy	Feb. 28	Bullock	Chinese
3	Danver Family	B. m.s.h.	31	Shannon	Bangkok	Feb. 15	Rice	Chinese
4	A. de Mackau Fr.bk.	Frig.	280	Vanrause	Bangkok	Jan. 13	Rice &c.	Wm. Pustau and Co
5	Guisarra Fr.bk.	Frig.	276	Rafin	Saigon	Feb. 10	"	Wm. Pustau and Co
6	Zanzibar Im.bk.	Frig.	242	Mack	Bangkok	Feb. 5	"	Reynolds' and Co
7	Marie Louise Sp.bk.	Sp. Rig.	361	Asolargore	Shanghai	Mar. 4	General	Ang. Heard and Co
8	Suwonoda Am.g.t.	Am.g.t.	180	Jayne	Saigon	Feb. 20	Rice	Birley and Co
9	Chase Im.bk.	Am.g.t.	184	Hamilton	Saigon	Feb. 8	"	Orler
10	L. Agnes Duff Im.bk.	Am.g.t.	370	Nowell	Saigon	Feb. 9	"	Bosman and Co
11	Mona B. str.	Am.g.t.	342	Bourne	Shanghai	Mar. 2	"	Gibb, Livingston & Co
Feb.	Shanghai ¹	P. Paul Fearn Fr.bk.	417	Pierson	Sydney	Dec. 10	Coals	Frazar and Co
25	Nellie Abbott Am.bk.	Am.bk.	157	Smith	Sydney	Dec. 24	"	Frazar and Co
26	Glasgow B. str.	Am.bk.	129	Sullivan	Cardiff	Dec. 20	"	Gibb, Livingston & Co
27	Feronia B. str.	Am.bk.	710	Sayers	Sydney	Jan. 10	"	Aug. Heard & Co
Mar.	J. Stevenson	B. str.	392	Wesley	Sydney	Dec. 9	"	Master

PASSENGERS.—Per *Fivecent Cannon*, Capt. Major and Jackson, and 60 Chinese. Per *Danver Family*, Mr. Henry, Per *Windward*, Mr. and Mrs. Lyneham, Mr. and Mrs. Downing, Messrs. Mundy, F. Scott, E. Houseman, and J. Houseman. Per *Suzonoda*, Rev. Dr. Grey, Captain Sutherland, Mr. and Mrs. Reynard, Messrs. F. R. Talbot, J. F. Seaman, J. Clarke, Hitchcock, Hargreaves, Strenby, Grant, Juett, Rock, and 38 Chinese.

DEPARTURES.

Date	VESSEL, FROM	FLAG & RIG	TONS	CAPTAIN	DESTINATION	CARGO	DESPATCHED BY
Mar.	H.kong ²	Frig.	900	Pelisot	Shanghai	Mails	Messagers Imperiales
2	Labourdonnais Im.bk.	Frig.	320	Sorenson	Saigon	Studries	Wm. Pustau and Co
2	Maria Im.bk.	Frig.	260	Dobson	Bangkok	"	Siemers and Co
2	Esmeralda Im.bk.	Frig.	260	Wulrich	Bangkok	"	Habibbey and Co
2	Leviat Castle B. str.	Am.bk.	110	Appen	Chiclo	"	Pustau and Co
2	Carine B. str.	Am.bk.	443	Klein	Tientsin	"	E. & J. Meyer
2	Music B. str.	Am.bk.	325	Elliot	Zebu	"	Johnston and Co
3	St. Croix Fr. sh.	Fr. sh.	654	Robert	Swotow ¹	"	Order
3	La-Pang-Nyo Fr. sh.	Fr. sh.	517	Grind	Shanghai	"	D. L. Darsk
3	Nepaul B. str.	Am.bk.	150	Wulrich	Siemers and Co	"	P. and O. S. N. Co
3	Azorean B. str.	Am.bk.	360	Wulrich	East Coast	"	P. and O. S. N. Co
3	Costa Rica B. str.	Am.bk.	290	Moulin	Saigon	"	A. Scott and Co
3	Mary Glover Am.bk.	Am.bk.	593	Chase	Chiclo	"	Aug. Heard and Co
3	Corea B. str.	Am.bk.	428	Russell	Swotow, &c.	"	Gibb, Livingston and Co
3	Dumbarton B. str.	Am.bk.	985	Vincent	Shanghai	"	Gibb, Livingston and Co
3	James Miller B. str.	Am.bk.	250	Siemers	Manila	"	A. Scott and Co
3	Ylocano B. str.	Am.bk.	249	Barroda	Saigon	"	Reynolds and Co
3	Achim B. str.	Am.bk.	250	Bulding	Saigon	"	E. Schellhas and Co
3	J. Henrietta B. str.	Am.bk.	1300	Tonies	East Coast	"	Siemers and Co
3	Formosa B. str.	Am.bk.	80	Lonlin	East Coast	"	P. and O. S. N. Co
3	Fee Long B. str.	Am.bk.	230	Poppin	East Coast	"	D. L. Darsk
3	Rona B. str.	Am.bk.	785	Uichuan	Shanghai	"	Jardine, Matheson and Co
3	Lorelli B. str.	Am.bk.	802	Inkerman	Manila	"	Bourjau, Huissen & Co
3	Igacado B. str.	Am.bk.	177	Ageo	Malacca	"	Reynolds and Co
Feb.	Amoy ¹	B. str.	563	Jensen	Singapore	Ballast	Engwatt Brothers
9	Malabar B. str.	B. str.	321	Thomas	Rangoon	"	Order
14	Albertine Ha.bk.	163	Foisch	Seidorn	Singapore	Tea	Kietmann and Alich
21	Amaranth B. str.	Am.bk.	902	Seidorn	New York	"	Pascdag and Co

Shipping in China Waters.

AMOY.

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	CONSIGNERS OR AGENTS	DESTINATION	INTEND. DESPATCH
Britain's Pride Hudson	B. str.	Am.bk.	150	Feb. 20	Boyer and Co	Amoy	Early
Cuba H.mann	B. str.	Am.bk.	300	Feb. 2	Kielman and Alisch		
Feima Machado	B. str.	Am.bk.	100	Feb. 17	Tait and Co		
Johanna Glosser	B. str.	Am.bk.	112	Feb. 20	Order		
Maria Rosario Gómez Gregor	B. str.	Am.bk.	240	Feb. 16	Kielman and Alisch		
Maria Helene Nissen	B. str.	Am.bk.	120	Feb. 18	Pasedag and Co		
Mete Pöhl	B. str.	Am.bk.	149	Feb. 4	Pasedag and Co		
Smyrna Delage	B. str.	Am.bk.	381	Feb. 24	Order		
Victoria Hutchinson	B. str.	Am.bk.	420	Feb. 9	Order		
Willy Rohrer	B. str.	Am.bk.	270	Feb. 15	Pasedag and Co		
Zwey Bruderer Sasse	B. str.	Am.bk.	169	Feb. 14	Pasedag and Co		

SHANGHAE.

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	CONSIGNERS OR AGENTS	DESTINATION	INTEND. DESPATCH
Anny Frader Walbrant	Pr. br.	119	Feb. 28	Wm. Pustau and Co	Amoy	Early	
Ann Adamson Hutton	Pr. br.	300	Feb. 5	Stewart, Broder and Co			
Antipodes Condriff	B. str.	Am.bk.	183	Feb. 29	Stellhas and Co		
Antine Fox A. str.	Am.bk.	170	Jan. 23	R. Tilby and Co			
Bolina Russell	B. str.	Am.bk.	433	Aug. 25	Augustine Heard & Co		
Calyso Ring	B. str.	Am.bk.	260	Feb. 29	Augustine Heard & Co		
Castleton Hill	B. str.	Am.bk.	351	Jan. 28	Blain, Tate and Co		
Dolphin Withers	B. str.	Am.bk.	450	Feb. 10	Forster and Co		
Duck Fletcher	B. str.	Am.bk.	445	July 21 st	F. Cam and Co		
Essex Peinster	B. str.	Am.bk.	465	Jan. 29	A. R. Tilby and Co		
Elizabeth More	B. str.	Am.bk.	443	Feb. 26	A. R. Tilby and Co		
Elizet Hecket	B. str.	Am.bk.	359	Jan. 19	Matheson and Co		
Emilia Nichols Barry	B. str.	Am.bk.	1003	Feb. 18	Dow and Co		
Fanny Waters	B. str.	Am.bk.	467	Jan. 21	A. R. Tilby and Co		
Gabriella Sullivan	B. str.	Am.bk.	313	Feb. 26	A. R. Heard and Co		
Geo. Canning Harris	B. str.	Am.bk.	460	Feb. 10	Forster and Co		
Glenelg Glan	B. str.	Am.bk.	560	Feb. 16	Livingston and Co		
James Wishart Buchanan	B. str.	Am.bk.	765	Feb. 11	Gibb, Livingston and Co		
James Mitchell John Cophold	B. str.	Am.bk.	220	Feb. 23	Rohhoff Vale and Co		
John Suyian Allen	B. str.	Am.bk.	154	Feb. 27	Forster and Co		
John T. Keen B. str.	Am.bk.	154	Feb. 28	Forster and Co			
John T. Keen Holmes	B. str.	Am.bk.	363	Feb. 11	Smith, Kennedy and Co		
Kirkland Colledge	B. str.	Am.bk.	322	Feb. 26	Livingston and Co		
Lizzie Alder Dunn	B. str.	Am.bk.	177	Feb. 26	Smith, Kennedy and Co		
Lizzie Biggs Lockhart	B. str.	Am.bk.	206	Feb. 28	Oriental Bank		
Madame Queen Smith	B. str.	Am.bk.	367	Feb. 9	Siemers and Co		
Media Le Pevre Blackburd	B. str.	Am.bk.	363	Feb. 29	Master		
Noels Sayers	B. str.	Am.bk.	310	Feb. 20	Frazar and Co		
Neila Abbott Jordan	B. str.	Am.bk.	360	Feb. 20	Matheson & Co		
Nimrod Doughton	B. str.	Am.bk.	325	Feb. 20			

MARCH 8, 1866.

TON.

Owners or Agents

& W. Dock Company
Hongkong Co., and M. Shipping C'pany
Do.
Bell and Co.
Hawkins & Co.
Hawkins Hunt & Co.
Hawkins & Co.
Hawkins & Co., and M. C. Company
Repairing

GREAT BRITAIN.
UARY, 1866.

HONGKONG.

	Tons	Tons
Tea lbs.	Silk lbs.	
fish.	933,800	
.	607,600	
.	946,800	
.	1,126,300	
.	884,600	
H. kow.	848,900	
th. (do.)	1,039,900	287
.	950,400	
.	1,181,400	
.	989,600	23
olson.	1,132,800	
.	746,800	
Hankow.	612,400	20
do.	1,095,600	
.	605,900	
.	868,500	
.	1,018,300	
om Hankow.	872,300	
do.	678,500	
.	952,100	
.	868,500	
.	957,500	
.	319,500	
721,300	184	
Hankow.	819,500	
(do.)	550,000	
.	836,300	
903,600		
Oct. 1)	272	
on H. kow.	1,931,400	
.	1,130,300	171
.	1,067,100	
.	627,700	
le, (f. H. kow.)	773,600	169
.	868,200	
.	399,400	
ocean.	1,344,200	
.	908,400	
572,100		
Kiu Kiang.	449,200	
on.	683,400	76
.	923,600	
.	1,274,300	
.	1,058,900	
.	860,800	
.	944,400	
.	959,500	
.	845,300	
.	495,400	
.	1,186,500	
.	1,439,200	
.	1,165,800	
.	429,9000	
.	1,243,700	
.	893,100	
47,935,200	1,167	

JAPAN.

317,100	67
900,000	
135,300	
312,500	
89,300	
1,812,200	67

(Editorial remarks in "The Yeoman and Australian Advertiser.")

"The ample supply of water, a mighty blessing in one sense, not being combed with underground drainage, by the percolation distributes far and wide a decoction of all the refuse, animal and vegetable, of the city. If the pavement of Melbourne and the basement of its houses could be simultaneously lifted, the exposed stratum would reveal a nest of hidden horrors enough to make the hair of each placid householder stand on end. At present he eats, drinks, moves and sleeps over a layer of gaseous gases, which in ordinary years only create a quantum of restlessness, nausea, headache, toothache and sciatica, but are always ready, as soon as he is sufficiently hot, to give him a knock-down blow in the shape of typhus fever."

"That outbreaks of typhoid, endemic, or gastric fever, are essentially connected with defective drainage, is now an almost universally acknowledged fact. Whether the fever poison is generated by decomposed sewage, or merely increased by it, is not quite so certain; but no doubt whatever exists as to the intimate relation between outbreaks of gastric fever and the emanations from sewage or other putrescent substances. If any doubt did exist, unfortunately the sanitary condition of Melbourne during the summer months would suffice to dispel it."

(Dr. Rawson's Letter.—para. II.)

"Superficial, open drains, are much less productive of mischief than deep sewers made without proper regard to size, inclination, and thorough dislodgement of their contents. Here, at least, the source of danger is not out of sight, and is therefore less likely to be out of mind. The noxious gases formed by slow fermentation, and flying off at low pressure, get diluted with atmospheric air, in their nascent state, and being blown away by the wind, may thus be rendered comparatively harmless; but when putrefaction takes place in obstructive sewers, the confined poison acquires a high pressure and elasticity, and under certain adventitious circumstances,

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SUPPLEMENT

TO

The China Mail, No. 1099.

REPRINT FROM "EVENING MAIL" FROM 1ST TO 7TH FEBRUARY.

HONGKONG, MARCH 8TH, 1866.

THE DRAINAGE OF HONGKONG.

HONGKONG is so frequently abused as an unhealthy residence, that one would expect its inhabitants to be sensitively alive to the existence of any nuisance which is likely to materially interfere with the sanitary condition of the Colony. Experience however proves that the *Laissez-faire* disposition which is proverbially engendered by an eastern life, extends to things which are of the most primary importance—matters of life and death—to those most interested; and an illustration of our remarks is to be found in the fact that at the present moment an overpowering odour, the reverse of breezes said to blow from Arabia the blest, issues from the mouth of various drains in, and about, the Colony of Victoria.

At the present season of the year the harm done by miasmatic influences is perhaps not great, the chief evil being the injury inflicted on that most useful member, the Nose. But in view of approaching hot weather it becomes necessary to draw attention to an evil which will then become insupportable; and which under present arrangements as regards flushing the sewers threatens to increase in extent to a serious degree. Were the supply of water adequate to the demand, the evil might soon be abated, the drainage system being tolerably effective in a constructive point of view to meet the wants of the colony. The evil seems therefore to be either a defective water supply from a scarcity of the precious fluid or an ineffective system for utilizing it, for one of the most important sanitary purposes to which it is usually applied.

That we are not overstating the possible evils which may result from a neglect of due precautions in this matter we reprint from the *Colonial Observer* of the 22d January the following paragraphs from a letter recently addressed to the Editor of that paper by the Commissioner of Roads &c. at the settlement in question:

COLOMBO, 18th December, 1865.

DEAR SIR.—The accompanying able letter from "The Yeoman and Australian Advertiser," of the 5th February 1865, on the subject of Drainage of Towns, is so very applicable to the present state of the Town of Colombo, in nearly every particular, that I believe it well deserving of publication in your columns at this peculiar time, when Colombo is on the eve of becoming a Municipality.

We shall endeavour to furnish our readers with some additional particulars respecting the water supply of Hongkong both in a mechanical and chemical point of view.

THE ROADS OF HONGKONG.

We are very fond in Hongkong of finding fault with many of the regulations which reflect small credit on the Government of Macao, and that perhaps rightly. Whilst however reprobating that which calls for censure, it would perhaps be wise to recall to mind certain points in which our Portuguese neighbours can afford us useful hints, and possibly urge with much truth that they are far ahead of us.

One of the most striking, though it may be unimportant, points on which we may fairly acknowledge ourselves to be beaten, is the superior cleanliness of the public roads, at Macao to those possessed by Hongkong.

It is a legal fiction that the Chinese condemned by us to Chain gang discipline, act as the public sweepers and scavengers in a small way to the Colony. It is doubtless a fact that certain gangs of Chinese with chains attached are to be seen working in the most unlabourious way at repairing, sweeping, and otherwise tending the public roads of Hongkong. Few however have failed to notice that the aspect of jollity and general "full belliedness" worn by the "unhappy convicts" does not seem to be materially interfered with by the amount of manual labour they are called upon to expend; and in addition to this

may get applied directly and with deadly force to the respiratory organs—from the entrances or occasional grated openings."

A well constructed series of superficial open drains with large receptacles or cess-pools at convenient distances to intercept the heavier matter carried along them during rain-falls, and which could be conveniently and frequently cleaned out, are our greatest wants at present. The sides of nearly every street in Colombo require such drains and most of the sections of the Town should have large open drains running through them.

In dry weather these can be always cleaned, and until water is supplied through pipes, those portions that require it can be washed out by water brought to the place in carts, as is now done to a certain extent.

(Dr. Rawson's Letter.—para. III.)

A few years ago a lady of my acquaintance in London was directing the opening of an obstructed drain which ran under the house. The moment the channel was opened, a large quantity of foul gas escaped; she fainted immediately, and died of putrid fever within six days.

When I returned to England in 1856, I found the brother of your London Correspondent, recovering from a severe attack of Typhus Fever, caught whilst superintending the opening of a foul drain passing under a portion of his garden.

(Dr. Rawson's Letter.—para. VII.)

"East Leake is a large healthy village in Nottinghamshire, about 120 miles from London. A brook runs through the middle of the place. On one side of this brook there are several yards, with small houses on either hand, running down to the stream. About 12 or 15 years ago several covered drains were carried down each of these yards to the brook. About eight years ago most malignant and fatal fever broke out amongst the occupants of these yards. I had previously practised in the neighbourhood of East Leake, but was then residing in London. I received a letter from the clergyman requesting me, on the part of the parish, to cause East Leake, and report on the probable cause of the fever, and to suggest measures to prevent a recurrence. I found almost every house (in the localities described) infected; in some I saw as many as three inmates dead and dying of a most putrid fever. In every case some member of the body was mortifying."

The greatest defect in the drainage system here, which is however as we before said tolerably effective on the whole, is the construction of cross drains at right angles instead of being as they ought to be, at oblique angles to the main passages. The most ordinary intelligence would we should think lead to the conclusion that the form which they are now in is least likely to be effective even supposing that the water supply were more plentiful than it is, while with an absence of means for thoroughly flushing them, they are practically almost useless.

We shall endeavour to furnish our readers with some additional particulars respecting the water supply of Hongkong both in a mechanical and chemical point of view.

To return however to our remarks on the laxity observable amongst the Chain gang Chinese. We are anxious to ascertain why these should receive greater consideration at our hands than convicts at home. Most people will recollect a cartoon that appeared in Punch during the gaoling season in London in which Sir R. Mayne was represented with his throat encircled by the arm of a brawny ruffian whose companion, recognizing their victim, ejaculates, "Let 'em go Bill; he's the best friend we've."

The tenderness shewn towards the Chinese rascal by those whose duty it is to make his prison residence as uncomfortable a place of punishment as it can well be, short of using cruel means, is really calculated to make people believe that they have an eye to business and wish to secure a little consideration from such pirates, robbers or highwaymen into whose hands by the doctrine of chance, they will most assuredly fall if they remain sufficiently long in the Colony.

THE MUTINY ON BOARD THE "HONGKONG."

We are in possession of the following authentic particulars relating to the recent mutiny on board the French Coolie-ship *Hongkong*, which have become known through the return to Canton of many of the coolies who were on board at the time of the lamentable occurrence.

It appears that, (as was no doubt the case in the antecedent affair of the *Pride of the Ganges*) an organized conspiracy existed among the coolies before the vessel left Whampoa. Eighteen or twenty of those shipped on board had been engaged in the previous attempt to take possession of the *Louis*, during the last emigration season, and these men procured while at Whampoa a number of pistols and other weapons which they concealed among their effects, whilst they also succeeded in inducing some fifty or sixty of the other coolies to join with them in their design of capturing the ship after she should leave Port, in conviction that a very large sum of money must be carried on board.

A coolie who had been among the coast-pirates undertook to give notice of the time that would be most favourable for a rising when near land, and at the signal given by the band of conspirators rushed upon the Captain and crew in the manner that has already been made known. Having gained possession of the vessel, the mutineers ransacked her for the promised treasure, when, to the disappointment of all on

board, only a few gold pieces were discovered. These were appropriated by the ringleaders, but were eventually taken from them by the semi-piratical fishermen in whose boats they reached the shore. On arriving, on the mainland the coolies dispersed, but a considerable number of them are said to have already reached Canton.

One favourable circumstance which is reported in connection with this affair is, that the coolies agreed among themselves before hand to spare the lives of the Captain and crew, and that the wound received by the former was only dealt in the struggle which he contrived to make after being pinioned by the mutineers.

It is noteworthy that although Emigration from Canton has been carried on continuously since 1859, not a single disorder of any kind has occurred until within the last twelve months, during which the system of Macao barracks has been transferred to Canton. The desperado character with which the engagement of coolies has become invested, has had a not unnatural result in evoking a spirit among the emigrant class which results in such dreadful catastrophes as those we have had to recount of late.

THE NEW STEAM-SHIP COMPANY.

We observe from a paragraph in the *Straits Times* brought by the last French mail, that a Liverpool Company intend despatching steamers from Suez to India and China, conveying freight and passengers at low rates. This will be welcomed by many as an important announcement, for without reflecting at present in any way on the P. & O. Co., there can be no doubt that there is room for more steamers on the line.

The steamer *Shaftesbury* is the first steamer to be despatched from Suez, and we have no doubt that if the accommodation for passengers is of a superior order, many will prefer taking a berth in her to going by the crowded mail steamer.

We have no wish to abuse the P. & O. Co. or rather the P. & O. Co. as represented in Hongkong, for we can fully appreciate the arduousness of the duties performed by the Company's Officials here, and can fully sympathise with them with respect to the inadequacy of the means at their disposal. We imagine that no one, having either a specific or general knowledge of the subject can deny that the steamers employed by the Company, on the line between this and India, are infinitely below the standard of what is required in a mail steamer running on such an important route, and the safe and punctual arrival of which, in each case, is of such weighty importance, and involves so many interests.

As we are not "sea lawyers," we will not enter into technical explanations of the different faults in build, speed, and general accommodation, which might be found with the vessels in question, but we will put the case in this way.

Whether the trade carried on between England, her West India possessions, and the Spanish main, is more extensive, both as regards utility and profit, than that between England and China? we purposefully omit the Straits settlements, they not being necessary in stating our case. Having a knowledge of the general works of the West India Mail Company, their traffic and passenger returns, we can safely state that the steamers which they run on the main line between Southampton and the West Indies are of the first class as regards size, speed and accommodation, and also that their traffic and passenger receipts are less than those of the P. & O. Company on the route between Suez and China.

The West India Company's shares have risen in four years from 10 below to 60 above par! and this in the face of a French opposition; the effect of the liberal policy pursued by the above Company, leading to such brilliant results, should be an encouragement to others to do likewise, and with a view of giving the wicked no cause to scoff, and in the interests of the directors and shareholders of the great Company, we would advise greater liberality both to their officials afloat and ashore, and greater deference to the exigencies of those who really pay the bonuses of the Company; lest, and we say it more in sorrow than in anger their motto "Quis separabit" might haply prove a hollow boast.

THE POSTMASTER GENERAL'S REPORT FOR 1865.

The report of the Postmaster General for the past year, which appeared in Saturday's Gazette, is likely to interest a greater number of readers than those who usually peruse documents of this description. In a colony like this where the burden of taxation is a matter of individual interest, to a much greater extent than at home, one becomes anxious to ascertain the particulars of the Government Revenue. Certainly no complaint can be made against the way in which Mr Mitchell has rendered an account of the department of which he is the Chief, for the clear and lucid way in which he has stated the various causes contributing to the result shewn, leaves nothing to be desired.

From the report we learn what at first sight is not calculated to be considered satisfactory. The actual deficiency of Colonial Postal income for the year 1865, as against that of 1864, amounts to \$25,084.8. This somewhat large sum is however in great part accounted for by the profits on remittances made to London having been withdrawn from the Colonial account—the profits on remittances from Shanghai having been much less in 1865 than in 1864—and the fact that a repayment of \$6839.9

somewhat more importance in the eyes of people at home than heretofore. Several other interesting details of the working of this branch of the public service are given in Mr Mitrell's report, and he notices in strong terms the annoyance, inconvenience, and loss to the revenue caused by the practice now in vogue of illegally sending letters by private hand instead of posting them in due form. We do not see that this proceeding is likely to be done away with so long as the law is powerless to enforce penalties; and we may add that we almost doubt the wisdom of too severely enforcing the regulations in existence; as the law will most surely be avoided so long as the present, somewhat high rates of postage are kept up, and the trouble and expense of prosecution, while useless to check the practice, will only be an additional tax on the revenue of the establishment, and on the time and energy of an already sufficiently hard worked branch of the public service.

While speaking on the subject of the rates now charged by the Post-office for the transmission of letters we would draw our readers' attention to the fact of the Postal income being considerably in excess of the actual expenditure of the department.

The balance is at present absorbed into the Colonial Treasury and its usual destination is to pay for roads and bridges which are annually washed away, or for the support in fat and laziness of the overfed Chia gang worthies who are so conspicuously underworked in our public streets. It is a pity that it has not yet struck the minds of the authorities that the surplus might very usefully be directed to increasing the staff of the Post Office which would have the effect of accelerating the delivery of letters by the inward mails and diminish the time before departure for closing the outward mails.

For the information of such of our readers as may not be in the habit of reading the Government Gazette we reprint the Postmaster General's report hereunder.

POST-MASTER GENERAL'S ANNUAL REPORTS.

His Excellency the Acting Governor directs the publication to the subjoined Annual Report of the Hongkong General Post Office for the Year 1865.

GENERAL POST OFFICE, HONGKONG,
22d February, 1866.

Sir.—In transmitting for the information of His Excellency the Acting Governor this my Sixth Annual Report of the Revenue and Expenditure and general working of this department during the year 1865, I have the honor to point out that, although the figures show that the revenue which the Colonial Government acquired in the year 1865 is somewhat less than it was in the year 1864, yet this apparent diminution is to a great extent accounted for by the altered system of Accounts which was brought into operation on the 1st March last, under which the profits on the Remittances made to Lo-don have not been credited to the Post Office, as was the case in former years, and as these, from March to December, 1861 amounted to £1,974,10.0s. 1d., for the sake of comparison, to add this sum to the Revenue actually received in the year just closed the profit on exchange in the Remittances of Revenue from Shanghae, was £624.6s. less than it was in 1864.

The revenue collected at the Packet Agency Shanghae on loose letters (i.e. letters carried outside the Mail), in the year 1864 amounted to £3,496.18, whilst that received in the year 1865 was \$1,672.01 only; this reduction of revenue is occasioned by an arrangement which obtains there for the masters of Vessels arriving at Shanghae to deliver all their loose letters at the Local Post Office; these formerly were taken to the British Packet Agency, and it is proper to remark that the Seamen of the Indian and Oriental Company are not exceptions to this rule, although the Messengers Imperiales Packets deliver the correspondence conveyed by them to the French Post Office at Shanghae.

To find the Colony's share of Revenue for the past year, the change in the mode of keeping the Accounts has made it necessary to deduct from the total revenue received, the amount remitted to the General Post Office in London, and for the same cause it becomes necessary that the debts amounting to £6,332.98 due to that Office by the Packet Agents at the Paris in China and Japan should be taken over by the Colonial Government, and it is therefore also necessary to compute the Colonial Revenue of 1865 with that of 1864, to add that sum to last year's revenue.

The difference between the amounts outstanding due to the Colony at the end of each of these years would be a very proper item to add to or deduct from, as the case might require, the last year's revenue; but as in the year 1864 that was paid down inclusive of the unsold postage stamps on hand at the Packet Agencies, and in the same sum due at these Agencies is properly estimated without the stamps on hand, the difference under this head cannot, with any proper degree of certainty, be accounted.

The comparative account then stands thus:

The 1 amount of Revenue (Imperial and Colonial) collected during the year 1865..... \$192,143.05

Imperial portion of the same (£27,267.14.5.)..... 120,886.03

leaving Colonial portion..... 61,257.03

As against £86,341.11 revenue up
1864, the difference being made up principally by Profit on remittances made to London in 1864, the corresponding item not being included in

Post Office revenue for 1865.....	10,653.05
Excess of Profits on Remittances from Shanghae in 1864 over those of 1863.....	624.68
Amount due to London Office on the 1st March, 1865, paid by the Colony under the changed plan of keeping accounts.....	6,839.98

\$79,374.74

which shows a decrease of £6,966.37 in the ordinary Colonial Revenue of 1865, as compared with that of 1864.

This decrease may be accounted for in numerous ways, such as the increase of the French Post Office has made upon the Revenue by the extension of the French-line of Packets from Shanghae to Yokohama; the extended operations of the Shanghae Local Post Office, and the depressed state of Commerce in China and Japan.

The Imperial Postal Revenue collected in 1865 is £1,290,7.52 in excess of the Imperial Revenue of 1864.

I have already pointed out the Imperial portion of Revenue collected here last year has been £7,267.14.5., the Imperial share of Revenue collected in London on outward packets of course of greater amount. But as the means of ascertaining it exactly, assuming it however to be but little in excess, still shows that the Hongkong Post Office contributes a sum of not less than say £50,000 per annum in aid of the Postal subsidy.

The altered system of keeping the Accounts of the Department above referred to has been found so far to work well.

The expenditure for the year 1865, so far as the same has formed a charge upon the Colonial Government, amounts to £25,413.59 or \$93,254 in excess of that of the previous year; which is partially accounted for by an addition to the Staff of one Officer who was appointed on the 10th February, 1865; at \$720 per annum; this sum does not however include the cost of the new building or the subsidy for the English Mail Contract, which disbursements are not made through the Department.

The Staff of the establishment now consists of—

1 Postmaster General.

1 Assistant do.

1 Clerk.

1 Change Taker, and

5 Sorters.

1 Comprador,

1 Head Cook,

9 Ordinary Cookies, and

5 Boatmen.

and there are 8 Agencies under its control, viz.: at

Swatow,

Amoy,

Fuchowfoo,

Ningpo,

Shanghai,

Nagasaki, and

Yedo;

in the case of Shanghae, the Colonial Government contributes a portion of the Packet Agent's Salary, the rest being paid by the Imperial and Colonial Office, which Department also pays the salaries of each of the other Packet Agents; all other expenditure at the Posts being borne by the Colony; the Hongkong Post Office also keeps an account with the Post Office at Macao, and the same instructions are issued to the Office of Macao as are given to the British Packet Agents, but the salary of the Postmaster of Macao is defrayed by the Portuguese Government, which gives security to this Department for the revenue received there—with the exception of Shanghae, the Packet Agents are all Officers in the British Consular Service.

Mails are also sent to the Legation at Pekin, and to the British Consuls at various other Ports, but with the exceptions indicated, there are no regularly appointed or paid Packet Agents.

The new building was opened to the Public on the 12th September last, and it has been found in all respects sufficient to meet the increased requirements of the Colony.

On the 25th September last I issued a new code of regulations for the guidance of the Officers of the Department, and these were published in pamphlet form, and are fully explanatory of the functions of the Department, and these were published in pamphlet form.

I am unable to report that any improvement has taken place on the subject which was touched upon in my previous report as to the illicit conveyance of correspondence by the British Contract Packets between Hongkong and Shanghae; on the contrary, my letter of the 24th July last, No. 48, will have informed you of the continuance of the practice, and also of a defect in the Colonial Law which places the Company subsidized by the Crown without the command of the Law which effects the Masters of Vessels not under Contract to carry Mails.

The loss to the Public, and the inconvenience caused to the Department by the continuation of this practice can hardly be overestimated, and notwithstanding every endeavour has been made by the Officers of the Post Office to correct it, it has been found, in the present state of the Law, to be practically impossible to effect any improvement.

The compulsory use of Postage Stamps in the payment of postages both here and at the various packet Agencies at the Ports of China and Japan is said to be an advantage, the Stamps now in use however, although of 10 separate values, are not wholly suitable to the present rates of postage, and the introduction of four additional kinds, viz. a 16 cent Stamp, a 32 cent Stamp, a 53 cent Stamp, and a 90 cent Stamp would be received by the Public as a convenience.

Towards the close of the past year the time for posting correspondence for the Mails by the British Contract Packets was extended from 6 P.M. on the evening prior to the Packets departing at 9 A.M. on the morning of the day following, a box for the receipt of Correspondence having been kept open during the night; this box however except for the use of persons who reach the Office just after the closing of the Window at 6 P.M. has been almost in disuse.

£1,600.98 has been received for Postage Stamps.

The Colony's Share of the Postage on Mails received from London during the year 1865 amounted to £1,241.19 or £144.6 in excess of the Colonial Revenue from the same source in the previous year.

During the year 1865, 230,073 Letters and

150,01 Newspapers and Periodicals, were sent in the Mails by the British Packets to London, and 9,870 Letters and 5,136 Newspapers and Periodicals Current, were sent in the Mails by the French Packets to London; no account is taken at Hongkong in the Mails by either the English or French Packets.

904 Registered Letters were received from London, and 978 Registered Letters were dispatched to London during the year 1865.

1,233 Ship Bills, Mails carried otherwise than by the subsidized Packets, were received at the Hongkong Post Office during the year 1865, and 1,01 Ship Mails were dispatched during the same period.

During the past year 1,269 Official Letters on the business of the Office were received, and 794 letters transmitted in reply; this is exclusive of printed Timbills, Letter Bills, Returns, &c. and of numerous other applications for information made in Memos and Notes.

In the month of November last an agreement was entered into between his Lordship the Postmaster

General in England and the Peninsular and Oriental Steam Navigation Company under which the system of fines for overtime and premium for time saved on the voyage, which was then in operation on the line between Canton de Ville and Madras, was extended to all the services for the Chinese.

This contract with the Post Office.

I enclose a Return showing the number of days

allowed for the conveyance of the Mails from London to Hongkong via Shanghae and via Mauritius, the time each voyage occupied, and the numbers of days lost or gained, from which it will be seen that during the year 1865, 3 mails arrived at Hongkong on their due date, 13 before time, and 13 after they were due here, and that in the voyages 24 days were gained and 36 lost.

I have the honor to be, Sir, Your most obedient Servt.

F. W. MITCHELL,
Postmaster General.

TAX PAYERS AND TROOPS.

In accordance with our expressed intention we proceed to make a few observations, as to how this colony will be effected by the intended reduction of the Troops stationed here. The difficulty of procuring anything like reliable information regarding military details has precluded our doing so far; but having taken much trouble to institute enquiries, we can vouch for the accuracy of the subjoined statements.

The point to which we will primarily advert, must necessarily be that which most concerns the tax-payers of the place, namely the annual contribution of £20,000 towards the cost of the Garrison. That

this demand in the first instance was most unjust, we hope to prove below; but that its continuance hereafter would be iniquitous cannot be doubted.

The fact of the Legislative Council having acceded to the demand, is only to be accounted for by

the pressure brought to bear by the Colonial Office on the official Members thereof;

for what is whispered to be true, on

such holding a high Government position;

who had the honesty (or as Downing

Street would say the audacity) to vote

against it, has received a caution to be

more submissive in future.

With these preliminary remarks we will proceed to lay before our readers a few facts, as to how the Troops stationed here

are employed, defining as far as practicable

the Imperial and Colonial Services.

The principal duty of the Troops here, is to

protect the various public buildings and

stores; to do this there are near a dozen

guards, only two of which, (those at

Government House and the Treasury) can be

said to be for the benefit of the Colony.

The remainder, with one or two exceptions

are for purely Imperial purposes; such as

the 3 or 4 mounted over the Magazines

and at the Naval yards.

The above constituting the main duties

of the Troops, it will be perceived that

the only advantage Hongkong derives

in exchange for its £20,000 per annum is, (ir-

respective of the moral effect produced on

the Chinese by their presence) that of

having a Surveyor General for the Town of

Hongkong in name, for we certainly do

not possess one in deed?

To commence with our first query. It

really is high time that something definite

should be settled before the propor-

tions of the city of Victoria become so

unmanageably large, and the Chinese ele-

ment preponderate to such an extent, that

we shall not only find ourselves completely

outnumbered, but outvoted by Chinese

influence and chicanery, in every useful

measure brought forward for the progress

of this important British Colony.

Most of our readers will probably smile

at the bare idea of such a question being

put—“of course this is not only a strictly

European Town, but it is intended to be

a model in every way for future Chinese

Rulers and Architects to build their cities

by, instead of the hitherto cramped up

and gingerbread streets or alleys of their

country!” Is it so? Let us take our

leading thoroughfare Queen's Road for